

6109

Graphic Control

U. S. COAST & GEODETIC SURVEY
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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic | Sheet No. 6109
~~Hydrographic~~

State New York

LOCALITY

Long Island Sound

Manhasset Bay

1934

CHIEF OF PARTY

I.E. Rittenburg

U. S. GOVERNMENT PRINTING OFFICE: 1934

Graphic Control

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U. S. COAST AND GEODETIC SURVEY

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JUL 26 1934

REG. NO. 6109

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. C

REGISTER NO. **6109** Graphic Control

State New York

General locality Long Island Sound

Locality Manhasset Bay

Scale 1 : 10,000 Date of survey July & August, 19 34

Vessel Shore Party 15

Chief of party I. E. Rittenburg

Surveyed by R. S. Spaulding, A.O.Dority

Inked by R. S. Spaulding

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated June 13, 1934, 19 _____

Remarks: _____

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC SHEET " C " MANHASSET BAY
LONG ISLAND SOUND, NEW YORK, PROJECT H&T # 186.

Authority

This survey was executed under authority of Directors orders dated June 13, 1934. The field work was done during July and August 1934.

Locality.

This sheet is a survey of the H.W. detail around Manhasset Bay, New York. It joins topographic sheet B, done by this party in 1934, on the west and topographic sheet T 6027, done by party of H.A. Cotton, 1933, on the east.

Control.

The triangulation in Manhasset Bay was established by this party by running a spur line of triangulation from Basic lines of the 1932 Triangulation. This triangulation was of better than third order accuracy. Other triangulation was that of 1932 and other Coast & Geodetic Survey parties. Supplemental control was established by the usual topographic methods.

Methods employed.

Standard methods were employed throughout this survey. All signals were built and located by means of at least three intersecting cuts before any shoreline traverses were run with the exception of about 1 mile between the western edge of the sheet and station Kingspoint. This short traverse for control was necessary because of the nature of the topography which precluded any possibility of getting three intersecting cuts. However as many cuts as possible, either one or two as the case may be were taken to all the signals in this short stretch before the shoreline was run so that as many checks as possible were furnished and used. In this area at least 1 cut was taken to all signals from triangulation station Kingspoint. This traverse was run from the eastern limit of sheet B to station Kingspoint and there was no traverse error. The remainder of the signals on this sheet were all located by means of at least 3 intersecting cuts from triangulation stations or previously located topographic stations. There were no triangles of error encountered on this sheet and except as noted above there were no traverses for control. No discrepancies were noted.

General, comparison with chart etc., dangers.

In general this survey agrees fairly well with the shoreline as charted but shows the high water line in greater detail. This is not surprising due to the constant building up of this area as a summer resort and yachting centre. It should be borne in mind that any rocks shown on the boat sheets should not be charted but should be disregarded as no rocks were sketched and every rock shown on the smooth sheets and boat sheets has a topographic or hydrographic location. As the air photographs are now in the process of compilation no detail behind the high water line is shown. The only dangers in this area are the rocks located and shown on the topo. sheet. These are too numerous to mention as this is a rocky area but it is believed that all the rocks previously charted were verified and, any new ones located.

Landmarks, air-photo control points etc.

A list of the landmarks for charting is attached hereto. Form 524, descriptions of recoverable hydro. or topo. stations are also made up and forwarded. All these described topo stations are suitable for air photo-control points. All the U. S. Engineers stations in this area were searched for and those found were either located by triangulation or topographic methods and shown on the sheets and in the records.

R. S. Spaulding, Surveyor,
U. S. Coast & Geodetic Survey.

Descriptive report and sheet verified and accepted

L. E. Rittenburg, Lieut.,
Coast & Geodetic Survey,
Chief of Party.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

6109

LANDMARKS FOR CHARTS

St. George, Staten Island, N.Y.

October 16, 1934 193

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

● The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

L. E. Rittenburg

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaves and like objects are not sufficiently permanent to chart.

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6109 (1934)

Manhasset Bay, Long Island Sound, New York

Surveyed: July - August, 1934

Instructions dated: June 13, 1934 (I. E. Rittenburg)

Plane Table Survey

Aluminum Mounted

Chief of Party: I. E. Rittenburg.

Surveyed by: A. O. Dority - R. S. Spaulding.

Inked by: R. S. Spaulding.

1. Condition of Records.

The records conform to the requirements of the Topographic Manual, with the following exceptions:

- a. Rocks awash are described by notes indicating them to be awash at 1/4 tide, 1/2 tide, etc. The requirement is that the height of such rocks above low water, be given.
- b. Three rocks described as bare 2 ft. at M. H. W. in lat. $40^{\circ}49.3'$, long. $73^{\circ}43.3'$ and shown with rock awash symbols, were changed to bare rocks to conform with accepted methods of showing such features.

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junction was made with T-6110 (1934). There is an overlap of about 3/4 mile in the junction with T-6027 (1933). This junction is good except for a small section in lat. $40^{\circ}50.15'$, long. $73^{\circ}43.80'$ where the shore appears to have built out about 20 m. since 1933 due to the construction of a sea wall.

4. Comparison with Prior Surveys.

a. T-33 bis (1837).

A comparison of this survey with the present survey shows the shoreline to have remained substantially the same as in 1837 except for numerous small docks and occasional yatch basins and retaining walls which have been constructed. The new survey shows all rocks which were previously shown, in addition to many new rocks near shore.

b. T-34 (1837).

The agreement in the shoreline of this survey and the present survey is good except where new construction and dredging have caused changes. All rocks shown on this survey are verified on the present survey.

c. T-1515 (1883).

This survey is in good agreement with the present survey except where new construction or dredging have taken place. The prior survey shows a few wrecks which have evidently rotted away or were removed. All rocks shown on this survey are verified on the present survey.

5. Field Drafting.

The field inking is satisfactory.

6. Additional Field Work Recommended.

The shoreline detail is adequately surveyed and no additional field work is required.

7. Superseding Old Surveys.

Insofar as the topography actually included on the present survey is concerned, it supersedes the following surveys for charting purposes:

T-	33 bis	(1837)	in part.
T-	34	(1837)	" "
T-1515	(1883)	" "	

8. Reviewed by - A. F. Jankowski, February, 1935.

Examined and approved:

C. K. Green, *C. K. Green*
Chief, Section of Field Records.

L. O. Polmet
Chief, Division of Charts.

F. B. Borden
Chief, Section of Field Work.

G. H. Hilde
Chief, Division of H. & T.

PLANE TABLE
REVIEW OF GRAPHIC CONTROL SURVEY T- 6109 , SCALE 1/10,000.

Date of Review *Dec 16, 1935*

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-*5333 5090*, with particular attention to the following details:

- (a) Projection has been checked in the Field.
- (b) Accuracy of location of plane table control points.
- (c) Discrepancies between detail on this survey and the air photo compilations listed above.
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-*5333 5090*, for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

Notes and corrections resulting from the review are shown on this survey in green.

Donald A. McLean
December 16, 1935.

V B. Jones